THE

North-China Herald.

Vol. II., N°. 96. SHANGHAI, SATURDAY, MAY 29, 1852. Price, Drs. 15 ₩ Annum.

SHIPPING.

FOR HONGKONG.

THE A. 1. Hamburgh Schooner *HANNIBAL*, Captain Hotrup, will have immediate despatch. For Freight or Passage, Apply to

SMITH, KING & Co.

Shanghai, 19th May, 1852.

NOTICES OF FIRMS.

NOTICE.

WE the undersigned do hereby give notice that the Interest and Responsibility of Mr. STEPHEN PONDER in our Firm, ceased on the 31st August, 1851,—and that the present Members of our Firm are, WILLIAM DALLAS, GEO. COLES, and FREDERICK BOOKER.

DALLAS & Co.

Canton, 12th April, 1852.

NOTICE.

MR. FLETCHER WESTRAY, is authorised to Sign our Firm by Procuration.

WOLCOTT, BATES & Co.

Shanghae, 10th November, 1851.

AMERICAN AND FOREIGN AGENCY.

City of Washington.

Under the Direction of Aaron Haight Palmer, of New York, Counsellor of the Supreme Court of the United States, and Director of the late American & Foreign Agency of that City, and Worthington Garrettson Snethen, of New Orleans, also a Counsellor of said Court, and late Solicitor of the United States General Land Office.

THIS Establishment is formed for the following objects:—

1. For conducting Professional Business in the Supreme Court of the United States, and the Prosecution and Recovery of Claims against the American Government;

2. For Collections generally, embracing Debts, Legacies, and Inheritances in the United States, and the adjacent British Possessions;

3. For the Purchasing of Funds in any of the States or Territories of the Union, and Loaning Moneys on Mortgage of Real Estate lying therein;

4. For Investment of Funds in the United States and State Stocks and Loans, and, generally, for the Transaction of all Business pertaining to a Law, Loan, or Banking Agency.

All communications addressed, *post-paid*, to Messrs. Palmer and Snethen, American and Foreign Agency, City of Washington, will receive prompt and faithful attention.

PALMER & SNETHEN.

INSURANCES.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are now authorized to grant Policies payable in *Shanghae*, as well as in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London.*

LINDSAY & Co.

Shanghae, 10th May, 1852.

MARINE INSURANCE.

HONGKONG INSURANCE COMPANY.

Capital £50,000 in Shares of £500 each.

SECRETARIES:

Messrs. LINDSAY & Co.,

Hongkong, Canton, and *Shanghai.*

AGENTS:

Messrs.	GLEDSTANES & Co.,	*London.*
„	LECKIE & Co.,	*Bombay.*
„	SHAND, FAIRLIE & Co.,	*Calcutta.*
„	PARRY & Co.,	*Madras.*

WITH reference to the above the undersigned are prepared to grant Policies payable in *Hongkong, Canton, Calcutta, Madras, Bombay,* and *London.*

LINDSAY & Co.

Shanghai, March, 1852.

EQUITABLE INSURANCE SOCIETY.

THE undersigned grant Policies in the above OFFICE on the usual terms payable in *Hongkong, Canton, Calcutta, Madras, Bombay,* and *London.*

LINDSAY & Co.

Shanghai, March, 1852.

THE ROYAL INSURANCE COMPANY.

Capital £2,000,000.

Trustees.

JOHN SHAW LEIGH, Esq.

R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 on any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.

Shanghae, 9th June, 1849.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1843.)

THE undersigned are prepared to accept RISKS, (covered by protecting Policies at Lloyd's and the various London Insurance Companies,) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy*, the *Straits, Ceylon*, the *Presidencies of India, Suez*, and *England.*

The interest in the protecting Policies is assigned to the Peninsular & Oriental Steam Navigation Company, for the purpose of their becoming the Medium of Payment in the event of loss.

For Rates of Premium and other Information, apply to

O. C. Edmond, or J. A. Olding, *Hongkong.*
Blenkin, Rawson & Co., *Shanghai.*
J. S. Sparkes, *Singapore.*
A. Emerson, or R. S. Walker, *Calcutta.*
Robert Franck, *Madras*, or
John Ritchie, *Bombay.*

JAMES HARTLEY & Co.

AMICABLE INSURANCE OFFICE.

THE undersigned having been appointed Agents for the above Marine Insurance Office, are prepared to grant Policies payable in *London, Bombay, Calcutta, Canton or Shanghai.*

GILMAN, BOWMAN & Co.

Shanghai, 12th April 1852.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following Offices to the amounts indicated opposite each and payable in Hongkong, Canton, Calcutta, Bombay, and London.

	Sea Risk. Drs.	Harbour Risk. Drs.
Canton Insurance Office, ...	100,000	200,000
Triton Insurance Company, ...	70,000	100,000
Bombay Insurance Society, ...	40,000	50,000
Bengal Insurance Society, ...	40,000	12,000
Reliance Marine Insurance Office,	25,000	..

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st July, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed Agents in China for the above COMPANY, are prepared to accept ASSURANCE at Shanghae, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium, ¾ per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ⅝, and for 3 Months ⅜, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1850.

ASIATIC MARINE INSURANCE OFFICE.

THE undersigned are prepared to grant Policies on behalf of the above Office, payable in *London, Bombay, Calcutta, Singapore,* and *Hongkong.*

SMITH, KENNEDY & Co.,
Agents for Shanghae.

Shanghae, 12th June, 1851.

EQUITABLE FIRE INSURANCE COMPANY.

26 Cornhill, London.

THE undersigned, having been appointed Agents for the above Office, are prepared to effect Insurances against Fire, on Buildings or Merchandize.

HOLLIDAY, WISE & Co.

Shanghai, 4th October, 1851.

FOR SALE.

FOR SALE.

AT the Godowns of the undersigned.
HOCK, in 1 dozen cases.
CLARET, in 1 dozen cases.
Pale SHERRY, in 3 dozen cases.
BEER, PORTER, and Strong ALE.

HARGREAVES & Co.

Shanghai, 21st April 1852.

FOR SALE.

AT THE GODOWNS OF THE UNDERSIGNED.

A few Cases (each one dozen) of Jacquesson's FLEUR DE SILLERY CHAMPAGNE.

SMITH, KING & Co.

Shanghai, 30th March, 1852.

PERUVIAN GUANO,

IN quantities to suit purchasers, on sale at the Godowns of

SMITH, KING & Co.

Shanghai, 31st March, 1852.

FOR SALE.

AT THE GODOWNS OF THE UNDERSIGNED.

SUPERIOR PALE SHERRY, MADEIRA, PORT, CLARET, and French BRANDY, from Henry Tatham & Co., London.

SMITH, KING & Co.

Shanghai, January 2d, 1852.

FOR SALE.

MADEIRA of superior quality, from Phelps & Co., London, in cases of 3 dozen each, at 8 and 10 dollars per dozen. Apply to

AUGUSTINE HEARD & Co.

Shanghai, August 28th, 1851.

JUST PUBLISHED,

Price......10 Cents per Copy,

THE DELEGATES' VERSION
OF THE
NEW TESTAMENT
IN CHINESE.

PARTIES wishing to circulate the same may procure them at Eight Dollars per Hundred, by application at the Printing Office belonging to the LONDON MISSIONARY SOCIETY, Shanghai.

FOR SALE.

BY the undersigned SODA-WATER and LEMONADE.

Soda-Water, 75 Cents per dozen.
Lemonade, 1 Dollar Do.

Bottles will be charged for at the rate of 1 dollar per dozen—if not returned within one month.

JOHN MILLER.

Shanghai, 27th May, 1852.

SODA-WATER & LEMONADE,

WILL shortly be prepared, and on sale at the *Dispensary of Drs. Hall & Murray.*—

SODA-WATER, 75 cents per Dozen.
LEMONADE, 1 dollar „ „

Bottles will be charged for at the rate of one dollar per dozen, unless returned within one month.

Shanghai, April 16th, 1852.

ON SALE.

PORT, four years in bottle, CLARET, LIGHT GOLD SHERRY, CHAMPAGNE, PALE BRANDY, from the Stock of Messrs. J. and C. White & Co., of London. Apply to

SYKES, SCHWABE & Co.

Shanghae, 4th July, 1851.

FOR SALE.

ANCHORS, and CHAIN CABLES.
Apply to

SYKES, SCHWABE & Co.

Shanghae, March 22nd, 1851.

P. F. RICHARDS & Co.,
SHIP CHANDLERS. STORE-KEEPERS & GENERAL COMMISSION AGENTS,
SHANGHAE,
Established in 1844,
SHIPPING SUPPLIED WITH FRESH PROVISIONS.

JUST RECEIVED PER LATEST ARRIVAL AND ON SALE BY THE UNDERSIGNED,

A fine assortment of MUSLINS DE LAINE; Assorted Colors; White Silk LACE; Do. EDGING; White Cotton and Thread LACE; Black LACE; EDGING of all descriptions; Ladies' COLLARS, MITTS, and CHEMISETTES; QUEEN'S BLOND; French Satin RIBBONS; French Cambric HANDKERCHIEFS; a large assortment of French Ladies' BOOTS and SHOES; Ladies' SHAWLS, MUSLIN, and NET DRESSES; Plain NET; Cotton HOSE; Gentlemen's Cotton HOSE, Silk SHIRTS, Merino Do., Pink Cotton Do., Pink Cotton PANTALOONS, and White Cotton Do.; White Muslin Window CURTAINS; also a large variety of SUNDRIES and Fine GOODS too numerous to describe.

P. F. RICHARDS & Co.

Shanghai, 6th May, 1852.

JUST RECEIVED AND ON SALE BY THE UNDERSIGNED,

THE undermentioned OILMAN'S STORES and STATIONERY. These Goods have all been carefully selected by the best London Houses and are to be had on most reasonable terms.—

Oilman's Stores:

Jams; Jellies; Patras Currants in Jars; French Imperial Plums; Muscatel Raisins; Jordan Almonds; Barcelona Nuts; Dried Herbs; Red Herrings; Fresh Salmon, in Tins; Green Peas; Carrots; Mock Turtle Soup; Soup and Bouilli; Sardines; Oysters; Haddocks; Salted Salmon, in Jars; Scotch Oatmeal, in Tins; Pearl Barley; Berkley and Chedder Cheese; York Hams; Bacon, in Tins; Pickles; Mustard; Beef-Steak Sauce; Essence of Anchovies; Assorted Sauces; Capers; Olives; Anchovy Paste; Bottled Fruits; Walnut and Mushroom Ketchup; and Salad Oil.

Stationery:

Consisting of Large size French Overland Post; Do. do. Note; Cream laid Note; Albert size do.; Queen's do.; Vandyke do.; Quarto do.; Large Note; Yellow Wove do.; Self-sealing Envelopes; Initial Wafers; Wafers; Private Ledgers, in Russian Leather Cases; Morocco Dressing Cases; Foreign Envelopes; Account Books; Pocket Ledgers; Private Ledgers, with Lock; and numerous others articles.

P. F. RICHARDS & Co.

Shanghai, 6th May, 1852.

ON SALE
BY THE UNDERSIGNED,

A Fine Assortment of LINING suitable for Ladies' Dresses and other purposes; Also, FANCY CHECKS for Ladies' and Children's Dresses; and an Assortment of Cotton CANVAS.

P. F. RICHARDS & Co.

Shanghai, 26th February, 1852.

ON SALE
BY THE UNDERSIGNED,

AN assortment of SHIP CHANDLERY & PROVISIONS, all of which are of the best description.—

Ship Chandlery:

Best Europe Rope, from ¾ to 8 inches; Umberline; Marline; Houseline; Spun-yarn; Oakum; Twine; Stockholm Tar; Stockholm Pitch; Sheathing Copper, from 14 to 24 oz.; Composition Coppering Nails, from ¾ to 1½ inch; Copper Pump Tacks, from ¾ to 1½ inch; Best Treble Purchase Blocks Brass Coakd. Plankt. and Bolted; Single Do. Do.; Double and Single 4 inch Blocks, with Brass Sheeves; Double and Single Blocks 5 to 10 inch leather coakd.; Superior London White, Black, Yellow, Stone, Red, Bright Red, and Green Paints in 28-lbs. Iron Kegs; Boiled Oil in Cask and 5 gallon Iron Tanks; Yellow Ochre; Litharge; Turpentine; Parker's patent Black Varnish; Coal Tar; Whiting and Canvas of various description, from N°. 1 to 6.

Provisions:

Fine fresh Bacon; Hams; Cheese; Butter; Salted Salmon in Jars; Pickled Herrings; Dutch Herrings in Bottles; Red Herrings in 1 & 2 doz. each Tin; Cod Sounds in Bottles.

Saddlery, &c.:

1 Saddle with shifting Pilch for Gentlemen or Ladies; 1 Small Hunting Saddle; Curb-Bridles; Snaffle Bridles; Hunting and Riding Whips; Patent Burners; Strong double soled and single soled Wellington Boots.

HOUSES.

FOR SALE BY PRIVATE CONTRACT.

THE HOUSE at present occupied by the Rev. Mr. McClatchie. For particulars apply to

J. MACKRILL SMITH.

Shanghai, 12th May, 1852.

TO BE LET.

THE New HOUSE erected on the Lot N°. 60, in Consular plan, with Stables, Outhouses, &c., complete, also GODOWN if required. Apply to

SILLAR, BROTHERS.

Shanghai, 29th April, 1852.

FOR SALE.

THE COMMODIOUS PREMISES at present occupied by the undersigned, consisting of House, Outhouses, and extensive Godowns, well situated with respect to Business. Apply to

RUSSELL & Co.,
Shanghai or Canton.

Shanghai, April 15th, 1852.

MISCELLANEOUS.

W. E. AYER,
AUCTIONEER,
SHANGHAI.

HICKIE, BORMAN & Co.,
SHIP, AND INSURANCE BROKERS, CUSTOM-HOUSE, AND GENERAL FORWARDING AGENTS.

4 Oriental Place, Southampton, and 127 Leaden Hall Street, London.

PACKAGES, PARCELS, &c., by the *Peninsular and Oriental Steam Navigation Company's Vessels* transhipped at Southampton into Steamers for America, West Indies, &c., or forwarded to any other part of the world. *Charges Moderate—Insurance Effected.*

R. MEREDITH,
HOUSE AND SHIP CARPENTER AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N.B.—Blacksmith's work and Bell-Hanging done.

H. FOGG & Co.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N. B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD sufficient inducement offer they will hold an Auction monthly, or as often as occasion demands.

PURIFY THE BLOOD.

MOFFAT'S LIFE PILLS and PHŒNIX BITTERS, for the cure of Scrofula and Mercurial Diseases, Fever and Ague, Bilious Fever, Liver Complaints, Dyspepsia, Piles, Rheumatism, Scurvy, and Ulcers, a Purely Vegetable Medicine, beware of Counterfeiters.

The best Family Medicine now before the public.

It has been computed, that during the last twenty years, *three millions of persons have annually been benefited by the use of these Medicines;* a fact which speaks volumes in favor of their curative properties—a single trial will place them beyond the reach of competition in the estimation of every patient. By their use the blood is restored to a pure and healthy state, freed from all impurities. The system is not reduced during their operation, but invigorated, and they require no restraint from business or pleasure. The afflicted have in *Moffat's Life Pills* and *Phœnix Bitters,* a remedy that will do for them all that medicine can possibly effect.

The genuine of these medicines are now put up with a fine steel engraved wrapper and labels, and copy right secured according to the laws of the United States.

Prepared by W. B. MOFFAT, M.D., *New York.*
For sale by H. FOGG & Co., *Shanghai.*

NOTICE.

THE undersigned begs to inform the Foreign Community that the Commercial Hotel, will be closed on *Saturday 29th instant.*

JOHN MILLER.

Shanghai, 27th May, 1852.

NOTICE.

THE CAPTAIN and CONSIGNEES of the Hamburgh Schooner *HANNIBAL*, will not be responsible for any DEBTS contracted by the CREW, at this Port.

Shanghai, 20th May, 1852.

NOTICE.

THE undersigned has this day established himself in business in the house lately occupied by Mr. J. G. Morison.

H. J. TARRANT,
Solicitor, Notary Public, &c.

Queen's Road, Victoria, Hongkong,
6th April, 1852.

NOTICE.

THE holder of Bill of Lading for 3 Cases marked *C/D, received per *Old England*, can have the same on application to

SHAW, BLAND & Co.

Shanghai, 14th April, 1852.

* C with D in a diamond.

CARD.

EDWARD HALL,
BREAD AND BISCUIT BAKER;
AND GENERAL STORE KEEPER
SHANGHAE.

ALL KINDS OF FANCY BISCUITS MADE TO ORDER, SHIPPING SUPPLIED ON REASONABLE TERMS, BISCUITS REFIRED, &c., &c., &c.

N.-C. Herald Office's Advertisements.

JUST PUBLISHED

PRACTICAL INSTRUCTIONS
FOR THE NAVIGATION OF THE
YANG-TSZE-KEANG.
Second Edition.
CORRECTED AND AMENDED BY THE AUTHOR
Walter Macfarlane,
Commander of the "Island Queen."

Prices:—To Subscribers,....50 Cents each copy.
To Non-subscribers, 1 Dollar Do.

AN allowance of 20 per cent on Subscribers' Price, to parties taking Fifty Copies.

Shanghai, 27th May, 1852.

Chinese Fugitives from the "Robert Bowne."

We learn that upon the arrival of this ship at Amoy, the American Vice-Consul waited upon Captain Sanderson, of H. B. M. Brig *Lily*, and requested he would do him the favor to proceed to the Islands and endeavour to capture some of the misguided wretches, who had risen against Captain Bryson, as we have before related. Captain Sanderson promptly acceded to the wishes of the U. S. A. Vice-Consul and after discovering the group they found some of the men were on an island called *Pa-tchan-fsan*, Port Haddington. The Natives a quiet inoffensive race, said to be of pure Chinese blood, were much disturbed by the visit of the men who had escaped from the *Robert Bowne*, who were very restless, probably from fear of discovery. The natives had built them a large dwelling on the side of the island they first arrived at, and then they wished to remove to the opposite side, where the natives built them another house. Two days after the *Lily* arrived at these islands, Captain the Hon'ble. J. W. Spencer arrived in H. B. M. Brig *Contest*, who, our readers will recollect, left this on the 29th ultimo, at the request of the U. S. A. Vice-Consul, at this port, for the same purpose. The *Lily*, meantime, had got twenty-five of the Chinese, and a Dutchman, who had been carried off from the *Robert Bowne*, and had been detained prisoner by the Chinese, and was rescued by the *Contest*. Subsequently fourteen other Chinese were secured, and it is believed, that the three ringleaders are amongst them. These have all been carried by H. B. M. Brig *Lily* into Amoy, and delivered up to the American Vice-Consul, and were ultimately put on board the U. S. Sl. *Saratoga* and have been sent southward. The remainder of the Chinese had concealed themselves on the approach of the British Men-of-war, in the interior of the island, which was quite wild and covered with a thick jungle and forest. The British Commanders having done their duty, and deeming it inadvisable to remain longer in so unhealthy a climate set out for Amoy where the U. S. Man-of-war *Saratoga* was arrived during their absence—to whose commanding officer, the particulars about the Chinese were of course communicated for their guidance, should they consider it worth while to pursue these miscreants further. We understand, however, that the *Saratoga* has since returned to Hongkong.

ATMOSPHERICAL CHANGES

During the Week ending 27th May, 1852.

The weather of the past week has been beautiful without exception. The temperature has corresponded very closely with that of the average of the last three years; and although it is rather hot and dangerous in the sun during the day, the cool nights are truly pleasant. The bearded wheat is being cut and carried off the ground to make way for the autumn crops.

TABLE
MEAN DAILY READINGS
OF
BAROMETER, ANEROID, THERMOMETER, ANEMOMETER, & OMBROMETER.

May.		Barometer.		Aneroid	Thermometer.		Wind.		Rain.	
Day of Month.	Day of Week.	1852	Mean of 3 years	1852	1852	Mean of 3 years	1852	1851	1852	Mean of 3 years
21	F.	29.72	29.85	29.62	73.0	71.5	N.	N.W. to N.E.	0.00	0.05
22	S.	29.98	*30.03	29.87	67.0	68.0	N.N.E. to N.	N.E. to S.	0.00	0.01
23	S.	29.95	30.00	29.85	67.0	69.0	S.	E.S.E. to S.E.	0.00	0.00
24	M.	29.91	29.98	29.81	72.5	74.5	S.	S.	0.00	0.00
25	Tu.	29.89	29.93	29.79	76.3	76.0	N.E.	S.	0.00	0.03
26	W.	29.93	29.89	29.83	77.0	76.5	N.E.	N.N.W.	0.00	0.19
27	Th.	29.87	29.98	29.77	80.0	77.5	N.E.	N.N.W. to N.	0.00	0.02
Shanghae, 28th May, 1852.				Mean	73.1	73.3		Total	0.00	0.23

N.B.—It is to be noted that in the above table the figures represent the mean of ...

THE
NORTH-CHINA HERALD.

Shanghai, Saturday, May 29, 1852.

NOTICE.—The hours of DIVINE SERVICE in Trinity Church, are on Sundays, at 11 A.M. and 3 P.M.; and on Wednesdays, at 5 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. Wright, the *Sexton.*

JOHN HOBSON,
Chaplain.

NOTICE.—Public Worship is held in the new School-room, on the premises of the "London Missionary Society," every Sabbath, at half-past 9 A.M.

Shanghae, December 5th, 1850.

Advertisements received for insertion up to *Friday night* in each week.

TO CORRESPONDENTS, AND CONTRIBUTORS.

Contributions, duly authenticated with the writer's name and address, will, at all times, receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

Anonymous communications, on matters of public policy, or general interest, will be thankfully received; it is, however, particularly requested, that such correspondents will abstain from all personalities.

We especially invite articles tending to develop the enlargement of our commerce, or the interest of our port.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

LATEST DATES.

England,	Mar. 24.	Sydney,	Mar. 27.
Calcutta,	Mar. 18.	New Zealand,	Nov. 1.
Bombay,	April 18.	Amoy,	May 20.
Madras,	April 15.	Hongkong,	May 14.
Galle,	April 26.	Ningpo,	May 22.
Singapore,	May 1,	New York,	Mar. 10.
Penang,	April 29.	Boston,	Mar. 6.
Batavia,	April 27.	San Francisco,	Mar. 7.
Manila,	May 1.	Sdwich Islands,	Mar. —.

We have only during the past week received our Mails for January, and February, they were, it seems, put on board the *Semiramis*, and conveyed to Amoy, whence we have had them forwarded to this port by the *Lily*;—we understand H. B. M. Consulate Mails were also detained in like manner, besides several others. We trust a little more vigilance will be bestowed upon these matters in the proper quarter on future occasions, as a great amount of annoyance and unnecessary delay, has been caused for want of a little proper attention in the present case.

On Tuesday a Meeting of the Renters of Land was held at H. B. M.'s Consulate, to receive the Report, and pass the accounts of the Committee of Roads and Jetties—to adopt resolutions for the mode of voting, and for the guidance of future Committees in regard to the enforcement of payment of the Assessments on Roads and Jetties, &c., and to appoint a new Committee and Auditor for the present year.

There was a very full attendance of the Landholders upon the occasion. Rutherford Alcock, Esq., was called to the Chair, and a very important series of Resolutions was adopted upon this occasion, for which we refer our readers to a report of the Meeting given from the Minutes, prepared at H. B. M.'s Consulate for general circulation, and which, if not already sent round will no doubt be so, early next week. We should be glad to see all calls to public meetings as well responded to—and, we believe, we may safely say, the business of the day gave much satisfaction to those who were present.

We have not room for comment this week, in the next we shall have some observations on questions raised by some of the renters.

The depositions of the wretched men who were concerned in the murder of Captain Lawson and his officers, and scuttling of the barque *Herald*, are inserted in to-day's paper. It was a horrible tragedy, enough to freeze one's blood—it is difficult, perhaps impossible to determine, what degree of credence can be given to these men's statements, the evidence of the witnesses for the prosecution contradicts their assertions as to scarcity of food or water,—it is, therefore, well to bear in mind that they acknowledged the justice of their sentence. For those poor creatures who through cowardice, and fear of being themselves murdered—assisted in this foul massacre—they have our pity—and, we doubt not, a wise discretion has been used, in commuting their sentence to transportation for life. We trust the results produced by the recital of so many horrors, as have disgraced the records of our mercantile marine during the past twelve months—will cause much greater care to be exercised in hiring seamen in China;—and, likewise, that masters, will use every exertion to render seamen contented with their treatment whilst on board ship. There will frequently be very bad characters in merchant ships, whom no amount of kindness will render tractable or grateful,—but it must be equally borne in mind, that to make good and effective seamen, gentleness and firmness, combined with a desire to render the condition of his men as comfortable as circumstances will admit of, should characterize the demeanour of every master of a vessel: were these qualities more constantly exhibited,—we feel sure, there would be a lesser amount of crime on the high seas—fewer vessels would be lost—and better passages made—than the annals of our shipping have recorded the past few years.

The article on Japan, we had promised in our last issue, will be found in our columns to-day. It is certainly high time, that a stop should be put to the barbarous system of kidnapping the unfortunate men who unluckily get wrecked on the shores of that inhospitable country. No nation can be exempted from the claims of humanity, without being considered as hostile to the rest of mankind; and should any people be guilty of using measures of cruelty towards unoffending and unfortunate fellow creatures who are cast away upon their shores, we deem them amenable to the all powerful bar of public opinion, which would justly deem them deserving of coercion, in order to compel that assistance, to which every man has an inherent claim from his fellow creatures in the hour of distress and calamity. We will not add more than we heartily wish every success to the expedition for what we consider its legitimate objects—but should the Americans succeed in inducing the Japanese Government, to grant harbours of refuge, for all nations, and permission to trade for themselves,—it would be more worthy of the descendants of the British people, that obtained greater freedom of intercourse with the Chinese, for all nations of the Earth—were they to assume an equally high tone, and in the first place having demanded in the name of humanity—succour and assistance to all distressed seamen of every nation—to demand that their ports should be opened to commerce with all nations likewise.—It might be policy not to demand more than this in the first instance—trusting to the future for an extension of commercial privileges.

MINUTES
of
A GENERAL MEETTING OF LANDHOLDERS,
Held at the British Consulate Office,
Shanghai,
On the 25th May, 1852.

Rutherford Alcock, Esq., H. B. M.'s Consul, in the Chair.

Present:—B. Robertson, Wm. Thorburn, C. Wills, J. Macandrew, J. C. Sillar, Thos. Sillar, L. Helbling, J. M. Smith, E. Langley, W. S. Brown, W. Broughall, G. Strachan, J. Saur, H. M. Grey, J. McDonald, Wm. Hogg, H. H. Kennedy, J. C. Smith, E. Cunningham, J. Bland, Wm. Kay, T. T. Meadows, A. McCulloch, J. Skinner, E. Webb, H. Shearman, A. G. Dallas, F. D. Williams, J. P. Watson, E. M. Smith, Wm. Lockhart, F. H. Hale, Esquires; Dr. Murray, Dr. Hall, and The Rev. Dr. Medhurst.

The Chairman observed that the Meeting had been convened to receive the Report and Statement of Accounts of the Committee of Roads and Jetties, to appoint a new Committee, and for the transaction of business generally; and suggested that a Secretary should be appointed to take Minutes of the proceedings, it was then

Proposed by A. McCulloch, Esq., and seconded by Wm. Thorburn, Esq., and passed unanimously.—That Mr. Hale be requested to act as Secretary.

The Minutes of last Meeting were then read.

The Chairman called the attention of the Meeting to the expediency of giving precedence to the consideration of the questions raised towards the close of the last Meeting respecting the legal qualification for votes. It had been doubted whether parties representing absent Landholders could claim the right of voting at a Public Meeting of the Renters;—whether any one person could thus by proxy possess more than one vote;—and finally, whether the owner of more than one lot could claim a vote in respect to each holding. It seemed desirable some general understanding on these points should be come to without delay, and with the view of aiding the Renters in arriving at this result. H. M. Consul had applied for the opinion of the Attorney-General which had been circulated.

Resolutions.

I.—It was proposed by Dr. Murray, seconded by O. E. Roberts, Esq.—That this Meeting consider the legal opinion of the Attorney-General of Hongkong, respecting the qualification of voters at this Meeting unnecessary, as the action of the body of Land Renters with reference to Roads and Jetties is not governed by law but by mutual agreement.

The Chairman thought it due to the Meeting to remark that some mis-apprehension must exist on the part of the mover and seconder of this Resolution both as to the Authority claimed for the Attorney-General's opinion and the motive with which it had been applied for and made known. It was simply an opinion which might afford some assistance in the effort to arrive at a right conclusion. Assistance however, it was open to the Renters to accept or reject as they thought fit. It made no pretensions whatever to an authority in the decision of questions which rested with the Renters alone in Public Meeting to determine as they might deem expedient; and it had certainly never struck H. M. Consul, that the circulation of such opinion could give rise to mis-construction of the kind very clearly indicated by the resolution.

It was suggested by Mr. Cunningham that the motion should be withdrawn, but the mover finally determining to press it.

It was proposed by E. Cunningham, Esq., seconded by Wm. Hogg, Esq., as an amendment.—That, this Meeting consider the action of the body of Land Renters with reference to Roads and Jetties is only governed by mutual agreement.

The amendment having been put from the Chair. Was passed.

Ayes 15—Noes 7.

II.—Proposed by J. P. Watson, Esq., seconded by Wm. Broughall, Esq.—That all holders of Land within the British limits, may specially appoint an Attorney to act for them in their absence,—and when duly empowered, that the said Attorney shall have a vote on behalf of the proprietor at all Public Meetings, and further that one person may act as the Attorney for several renters, and be entitled to a vote for each proprietor he may be duly empowered to represent. Passed unanimously.

III.—Proposed by J. M. Smith, Esq., seconded by F. D. Williams, Esq.—That any person may vote at a Meeting of Land Renters who can show that he is authorized to pay the land tax on the part of any absent Landholder. Passed.

IV.—Proposed by Wm. Hogg, Esq., and seconded by Wm. Kay, Esq.—That no Foreign Landholder in respect to the land he may have acquired, whether this consist of one or of several lots, shall be considered entitled to more than one vote. Passed.

V.—Proposed by J. C. Smith, Esq., seconded by G. Strachan, Esq.—That the possession of any tax-paying-land within the limits qualifies the holder to vote, without regard to the divisions or subdivisions of the original lots. Passed.

The Secretary then read the Report of the Committee and their Statement of Accounts which were laid on the table.

VI.—Proposed by J. M. Smith, Esq., seconded by J. P. Watson, Esq.—That the Report presented by the Committee with the Statement of Accounts be received and passed.

Before this Resolution was put to the vote some conversation took place regarding certain parties who had refused to pay Wharfage Dues on goods landed on private Jetties.

VII.—Proposed by Wm. Kay, Esq., seconded by Wm. Hogg, Esq.—That a majority of Foreign Land Renters at a Meeting duly convened has power to enforce, through the Committee for the time being, the payment of all rates, Wharfage Dues, &c.: and that on such payment being withheld by any party or parties, the Committee on behalf of the Community do immediately use legal means for recovery of the amount due, through the different Consulates.

The Chairman said in answer to a question from a Renter that as H. M. Consul, he should be prepared to take the necessary steps to give effect to the Regulations in connection with this Resolution, whenever called upon by the Committee, and legal grounds of action were laid before him.

It was then asked what steps the U. S. A. Vice-Consul, would take as regarded Citizens of the United States under similar circumstances.

Mr. Cunningham replied that he would take the same measures as the British Consul. The Resolution was put from the chair and passed.

The VIth Resolution was then put from the Chair and passed.

VIII.—Proposed by O. E. Roberts, Esq., seconded by Dr. Hall.—That the Correspondence between the Committee and H. M. Consul respecting Bridges connecting with the Consular ground be laid before the Meeting. Passed.

A Correspondence of some length was then read by the Secretary.

The Chairman called the attention of the Meeting to the fact that the Consulate Lot and the land whereon the bridge was built by the Committee, lay beyond the limits of the ground to which the Regulations applied: that the Road which led to it, lay over ground in the possession of the Chinese Government, over which no right of way whatever could be claimed by the Foreign Renters; that this right had indeed been conditionally conceded by the Chinese Authorities; at the request of H. M. Consul; and upon the application of the then Committee of Roads 1847-48, but the Committee were given distinctly to understand that the right of way might at any moment be withdrawn; and if they thought fit to build on this condition, the Community could found no claim to retain possession either of the bridge or the road, against the consent of those, who had expressly reserved all their right in respect to the land, and that of prohibiting a thoroughfare among others. It was also to be borne in mind that whether within or beyond the British limits, it was perfectly competent to the British and Chinese Authorities in concert, to make such arrangements for the opening and closing of public roads and thoroughfares as might from time to time seem expedient. Such power had been freely exercised from the first setting apart of the British location, and many of the most valuable lots now occupied by Foreigners would have been otherwise unavailable since thoroughfares must have traversed their compounds. One of those more especially referred to now as having been closed up on the Consulate ground, led originally from the ferry, Southward to the City through all the ground now occupied by Mercantile Firms along the River front, and it had formerly been closed for their advantage, as far as the Consulate lot, without question or dispute, as a necessary measure to enable them to profit by their ground, in a legitimate and effective manner;—and by the same rule it had more recently been closed in the small remaining portion, where it would have traversed the Consulate ground, by the same Authority; and if possible, with a clearer right. At the same time due care had been taken in the public interest, and for the advantage of both Foreigners and Natives, to provide other and ample facilities for communication with the front and the back of the settlement; no right therefore either public or private had been infringed, while most unquestionably the Foreign Community had been great gainers by the changes effected.

IX.—Proposed by J. McDonald, Esq., seconded by E. Cunningham, Esq.—That the bridge in question was built with the public funds, and was therefore public property, this Meeting views with concern the infraction of the public rights in closing it, and creating a temporary and insufficient bridge in its stead, of which they will not sanction the reception by the Road Committee until it is rebuilt in as substantial a manner as the one closed.

Mr. McDonald on moving this Resolution observed he held a different opinion from that which had been advanced in explanation, and the Resolution was put from the Chair and passed.

X.—Proposed by Wm. Thorburn, Esq., seconded by J. Macandrew, Esq.—That the thanks of the Meeting be given to the Committee and Auditor for their valuable services during the past year. Passed unanimously.

XI.—Proposed by Dr. Murray, seconded by E. Cunningham, Esq.—That the minutes of former Meetings and Correspondence in connection with the Roads and Jetties be open to the inspection of Renters at any time that they may be called for. Passed.

XII.—Proposed by J. Macandrew, Esq., seconded by J. M. Smith, Esq.—That the Land in the occupation of the Trustees of Trinity Church, the Trustees of the Public Burrial Ground, and the Trustees of the Shanghae Park be exempted from all future assessments to the fund for Roads and Jetties, and that the Committee be directed to extend the application of this principle to all land held in trust for public purposes.

This Resolution excited a prolonged and animated discussion but was finally rejected—

Ayes 12—Noes 13.

After the votes had been recorded objection was taken by one of the renters, that he was entitled as the representative of an absent Landholder to two votes, and therefore that the Resolution could not be recorded as rejected, some desultory and conflicting remarks were made which ended by the Chairman remarking that as no objection had been taken before the Resolution was put from the Chair, and all other Resolutions had been decided by the single vote of each renter present, he should take it to be the sense of the Meeting that it was their intention so to decide this last one also.

XIII.—Proposed by Dr. Murray, and seconded by J. M. Smith, Esq.—That Edw. Cunningham, Wm. Hogg, and Wm. Kay, Esqrs., be appointed the Committee for the ensuing year, and H. Kennedy, Esq., as Auditor. Passed unanimously.

XIV.—Proposed by J. C. Smith, Esq., and seconded by E. Langley, Esq.—That the thanks of the Meeting be given to the Chairman for his able conduct in the Chair. Passed unanimously.

There being no further business to transact the Meeting was closed.

RUTHERFORD ALCOCK,
Chairman

REPORT
of the
COMMITTEE OF THE SHANGHAE ROADS & JETTIES.
For the year ending May 18th, 1852.

The Committee on their retirement at the expiration of the usual period of servitude beg to lay before the ratepayers this their report, and the accounts for the past year.

In addition to the usual repairs the Committee have to report the following improvements;

The construction of four solid arch'd brick Bridges replacing others of wood which had become dangerous from dry rot.

The raising of the greater portion of the Roads of the settlement, in some cases as much as one foot and a half; and

The filling in of many large open drains which during the past year had been enlarged to such an extent as to become a public nuisance not only in consequence of the effluvia arising from them, but also because their encroachment on the Public thoroughfares made them too confined for the wants of the community during the busy season of the year. In one or two instances complaints having reached the Committee that stagnant water, created by the filling in of the ditches appeared likely to injury boundary walls, they ordered nine inch drains to be cut which have answered every purpose.

In raising the roads as above reported, the Committee were induced to do so, in consequence of their state during the Autumnal Tides, when many of them were wholly under water, and also because they were enabled to carry out the work to the extent of two-thirds, at the cost of cooley hire alone, the soil having been taken from the River Bank, in front of the Bund, whereby the additional advantage of deepening the water about some of the Jetties was gained.

The expenditure of the Committee for the year as will be seen in the account has been on Roads.

For repairs and improvements, &c.,	Drs. 2,009.89.
On Jetties for repairs, &c.,	Drs. 262.66.
For Interest on Jetty Stock,	Drs. 439.23.
Holders of Stock have been repaid to extent of	Drs. 950.00.
Leave the debt due by the public on said Stock,	Drs. 3,000.00.
The loan of seven hundred and fifty dollars (Drs. 750) advanced by the late Committee from the Road to the Jetty account has also been repaid.	
The Balance in hand is—	
For Roads,	Drs. 1,170.04.
For Jetties,	Drs. 721.39.

The Committee would have paid off a larger portion of Jetty Stock, than they have done, but it appears in the opinion of some necessary that another Jetty should be built, and they therefore retained the present balance to go in aid of such work if undertaken, a point which will remain with their successors to decide upon.

The balance in hand on account of Roads the Committee are glad to say is large, and they take the liberty of suggesting to the Meeting for its consideration a measure which during their past experience has occurred to them, viz: the advisability of commencing shortly, some system of general drainage, to which the balance of the Road funds now in hand—might be in part applied.—From what the Committee are able to judge the whole settlement could be intersected by efficient brick drains for a sum under six thousand dollars, should such be the case the whole work could be completed in a few years, without it is hoped the necessity of any additional tax, should it however be necessary to levy an additional charge on such properties as may be skirted by the drains, it will probably occur to the Meeting that both land and building receiving the benefit of the drains would be improved to such a degree as would more than compensate for the outlay.

The Committee regret having to report three parties who have refused to pay the Jetty Tax, and one party the Road assessment

The late rain enables the Committee to point out forcibly to the Meeting the injury done to the Roads by the present system of carrying mud from the River to the back lots of the settlement,—the Committee are at a loss to suggest a remedy; but they feel convinced that so long as the present careless system continues, it will be utterly impossible to preserve the Roads in a proper state, more specially the Bund where the mud is first landed. But for this, the plan adopted by the Committee of laying down frequently broken brick, especially after wet weather, would be found most effectual, and the Committee would suggest to their successors a continuance of the plan which if perserved in, (provided arrangements can be made for carrying mud in any other manner than as at present) will eventually make the Roads as efficient as the nature of the soil, and the means of repair at disposal will allow.

Edw. LANGLEY, }
C. D. NYE, } *Committee.*
Wm. S. BROWN, }

AN ACCOUNT OF RECEIPTS & EXPENDITURE ON ACCOUNT OF SHANGHAE ROADS,
For Year ending May 18th, 1852.

				Dr.
1851.				
June 1.	To Cash on hand at date,	Drs.	276.17	
July30,	To Assessments recovered for 1850-51,	,,	163.48	
				439.65
1852.				
May18,	To Assessments received,	,,	1,990.28	
,, 18,	To Repayment of Loan from Jetty Fund advanced in May 1851,	,,	750.00	
				2,740.28
				Drs. 3,179.93

			Cr.
1852.			
May18,	By Expenditure for year 1851-52, being for Repairs and raising of the Roads, building Bridges and other general outlay,		Drs. 2,009.89
,, 18,	By Balance in hands of the Committee,		1,170.04
			Drs. 3,179.93

AN ACCOUNT OF RECEIPTS & EXPENDITURE ON ACCOUNT OF SHANGHAE JETTIES,
For Year ending May 18th, 1852.

				Dr.
1851.				
June 1,	To Cash on hand at date,	Drs.	234.59	
July30,	To Assessments recovered for 1850-51,	,,	163.48	
				398.07
1852.				
May18,	To Wharfage collected to date for 1851.	,,	1,730.12	
,, 18,	To Assessments received to date for 1851-52,	,,	994.99	
				2,725.11
				Drs. 3,123.18

			Cr.
1851.			
Sep.24,	By Repayments of Jetty Stock as per receipts,	Drs.	200.00
1852.			
Feb.12,	By Payments of Interest on Jetty Stock to Dec. 31st, 1851,	,,	439.23
May18,	By Repayment of Jetty Stock as per receipt,	,,	750.00
,, 18,	By Repayment of Loan from Road Fund in May 1851,	,,	750.00
,, 18,	By General Expenditure for year 1851-52,	,,	262.66
,, 18,	By Balance in hands of the Committee,	,,	721.39
			Drs. 3,123.18

LOAN FUND.

1852.		
May19,	Amount of Stock, due to Stockholders in Jetty Fund bearing Interest at 10 per cent,	Drs. 3,000.00

Shanghae, May 19th, 1852.

CHARLES M. DONALDSON,
Collector and Inspector.

A. McCULLOCH,
Auditor.

We learn from the *China Mail* of April 29th, which has reached us only this week, that the survivors of the crew of the *Robert Bowne*,—(the depositions of whose two men, brought here by the *Nymph*, we gave in our issue of the 1st May,)—who were supposed to have been murdered by the Chinese, have taken her into Amoy, and have also succeeded in securing 21 of the passengers, who had been set as a watch over them. We quote the latter part of the account from the *China Mail*, which narrates the particulars of most moment subsequent to the statement, given by the two men before the American Consul at this port:—

One *Joe*, a Chinese (an Amoy man, who lately left the *Flying Cloud*) acted as interpreter, and was the Ringleader on the occasion. He stood on one of the houses built on deck, with a six-barrel revolver in one hand and a flag in the other, giving the word of command, after they had taken the ship. He also had Lieutenants and Quarter Masters; one of the latter stood over the American at the wheel with a long knife in his hand, threatening to stab the poor fellow if he did not go the way he wished. This wretch with nine others was, on the vessel's return put on board the receiving ship *Amherst*, eleven more were consigned to the *Pathfinder*, twenty-one in all. The others, three hundred and eighty in number, after anchoring the ship near some island to the northward of Formosa, went on shore, making the Europeans take them in the ship's boats, twenty-one being left as a guard over the sailors. An all-wise Providence seemed to be watching over these tars, for they had just returned to the ship when a breeze sprung up, and the brave fellows slipped their cable, and stood out to sea. They struck on a coral reef, but jumped the ship over it, and found she had received no material injury. Their only object now was to secure the twenty-one remaining coolies, but the crafty villains were too wide awake; however by dint of great exertions and the most meritorious management on the part of the crew, they succeeded in winning them over, and by twos and threes secured them all.

The crew, now consisting of only six Americans and three Kanakas, brought the ship safe back to Amoy. A finer set of men I never saw; one man has made a sketch of the island, they anchored off, and has also kept a log ever since the Captain was murdered. I only hope the murderers will be rewarded as they deserve. The vessel belonged wholly to the Captain; she was fitted up in the most compact manner I ever saw for an emigrant ship. Several of the coolies told me the Captain was a good man. What can have induced them to commit such an outrage, God only knows.

P.S.—They most likely had the flags spoken of to distinguish one company from another. For instance, the thirty who rose first all belonged to one society or one village, seventy to another, and so on.

The crew are to be examined at the American Consulate. The *Semiramis* is in Amoy; she is to tow the *Lily* up to Fuh-chau, and then leave her to find her way up to Shanghae. I dare say you will hear various stories about the murders. One Chinese told me the Captain was sitting in a chair in his cabin reading when they rushed on him; the crew say he was murdered abreast of the mainmast on the port side; still none of them saw him killed. Two or three of the crew are said to have jumped overboard, one or two went adrift in the longboat, one the coolies took on shore, and some were murdered.

I ought to have mentioned how the twenty-one coolies happened to be put on board the receiving ships. The vessel was signalized at the Taitan look-out station, on Saturday evening the 17th. Being calm all night, she could not get in, and on Sunday she was seen hull down in the offing; towards noon, a sea-breeze came in and she made a little progress, but under small sail, no topgallant sails set although the wind was *fair*. Capt. Helmes, Mr. McMurdo, the American Consul, and several of the officers of the *Lily*, happened to be out at Taitan, and observed what easy canvas the ship was under, not supposing any thing to be wrong on board. At about 7 P.M., the party was just preparing to go into Amoy, when Mr. Wylson, (of Messrs. Syme, Muir & Co.) went alongside and informed the receiving ships. All hands immediately went out to her, taking some of the Lascars well armed, took the prisoners out of the *Robert Bowne*, and conveyed them to Taitan for the night, leaving the ship safe at anchor off the Six Islands.

I forgot also to mention another circumstance,—one of the coolies came across the medicine chest, or rather the place aft where the medicines were kept, and thinking he had fallen in with something very nice, took one of the bottles containing some liquid, sat himself down, and emptied it, eating biscuit with it. About three hours afterwards he *turned his toes up!*"—*China Mail*, April 29.

WE give the following statement in regard to Salvage Claims, as it is very important to the interests of Shippers, and Owners of Ships, in all parts of the World:—

SALVAGE CLAIMS.—The following orders have been issued by the Admiralty on salvage claims for assistance rendered by Her Majesty's ships to vessels in danger or distress:—"1. That all officers in command of Her Majesty's ships are, as therefore, to afford every possible aid to vessels in danger, distress, or in want of casual assistance; and no claims for salvage are to be raised for such assistance, unless really important services, or services accompanied with hazard, have been rendered to such vessels. 2. When such services have been rendered, the commanding officer of the ship is to transmit a full report of the whole circumstances of the case, with a copy of the ship's log, to the commander-in-chief, or senior naval officer of the station, whose written approval shall be requisite before any officer under his command can raise a claim for salvage, and such approval is not to be given unless really import nt service, or service accompained with hazard, has been rendered. 3. In cases where relays of men are sent for the purpose of affording assistance, where a large portion of the crew has been employed, the salvage which may be awarded is to be distributed according to the provisions of the prize proclamation in force at the time, unless specially apportioned by the terms of any decree or award, or otherwise to be divided among the parties actually employed, as my Lords Commissioners of the Admiralty may direct. 4. All officers are to use their best efforts to save and protect property and stores, especially those belonging to the Crown, which may be on board any vessel placed in circumstances of danger or distress; and, if necessary, to remove such stores to a place of safety. 5. Commanders-in-chief, or senior officers in command, are to report all cases of assistance rendered, or all claims raised, to the Secretary of the Admiralty." The circular is addressed to:—"All Commanders-in-Chief, Captains, Commanders, and Commanding Officers, of Her Majesty's Ships and Vessels."—*Times*, March 5.

STATEMENTS OF THE PRISONERS IN THE *HERALD* CASE.

DOROTEO CLEMENTI, says,—I have nothing to say—I am not guilty. ×

ANACLETO FRANCISCO, says,—I shipped in Hongkong for a term of three months only, and for Coast work. At Shanghae I found the ship was bound for England, and I remonstrated, but was told by the Captain that I must either go in the ship or go to jail, so I preferred to stop in the ship, and the Captain promised to send or bring me out to China again. About twenty days after we left Shanghae, I understood that there was some agreement between Simao Brazilio, Macario Corpos, and Valentine Francisco, (the two former of whom had been beaten by the Captain) to murder the Captain. They wanted to kill him two days after this. I said, why will you do so? it is wrong. Simao said that the Captain was a bad man and had beaten him, and therefore must be killed. I said we must look to God first, and to justice only in the second place. Macario said he's a bad man and we must kill him. It was then arranged that the Captain and the other officers were to be murdered while we were putting the ship about. I and Valerio and Valentine were to kill the mate, whose station was forward in working ship—the rest were to go aft. I and Gabriel being frightened, told the gunner, and he said it should not be done, but Macario told me that if I were not a coward I should act as soon as the word was given. Macario and Simao after this went prowling about wanting to kill the Captain themselves. The men after this put all their clothes into bags, determining to leave the ship on their arrival at Anjer. I had the wheel at 11.30 P.M. on the night when the Captain was killed. It began to rain just then. The Chief mate had the watch. He lowered down the sails and called the Captain, who came out and looked out at the front of the round house. I was relieved at midnight by Gabriel, and the gunner relieved the Chief mate. The Captain kept watch with the gunner, and second mate being sick. I lay down on the deck forward, and in about half-an-hour was awoke by Anastatio. The Captain used to be in his cabin, and the gunner called him when he was wanted. He was in his cabin when I went to lie down. Anastatio told me I had better get up and take a piece of wood in my hand and go aft, or I should be killed too. I picked up a piece of wood and went aft. When aft, I was ordered into the cabin to keep watch with Macario at the mate's door. The gunner, Vavario Fernandez, Simao, and Valentine were at this time in the Captain's cabin. Macario told me to go and watch at the Captain's door, but I went on deck, and looked down the skylight. I heard a cry from the Captain's wife in her cabin, and at the same moment Macario went into the mate's cabin and struck the mate with his piece of wood. The mate wrested the wood from him, and he then stabbed the mate with a marling spike, and the mate ran into the Captain's cabin. I looked down the skylight into the Captain's cabin and saw the Captain lying dead. Those in the cabin called out for the rest to come down and assist them. I put my hand and head into the skylight (or scuttle) and saw the mate kneeling by the side of the Captain. Alexandre, Anastatio, Mariano, Solteiro, and Lorenço Maria then went forward to the Carpenter, who was sleeping under the boat. They attacked him with sticks, and he rushed aft to the cabin. There he was attacked by Valerio, who cut him on the back with the hatchet now in Court and thereby killed him. I saw Lorenço look in the cabin for the second mate. Not finding the second mate there (the second mate was sleeping somewhere outside) he went to look for him elsewhere. I saw the second mate run forward and then aft again followed by Lorenço, who struck him with a billet of wood. The second mate ran aft into the cabin, and being sick, died from the blows inflicted by the billet of wood. ×

ANACLETO FRANCISCO continues his statement, says,—By Mariano, I mean Deroteo Clementi. Lorenço told me that he had killed the second mate. The ship was then put about. The Gunner afterwards called all hands into the cabin and said he was in command of the ship, and that Valerio was to be the first and Macario the second mate. No others were to go into the cabin. The Captain and mates were then thrown overboard. Three days after this the Captain (the gunner) called all hands into the cabin and distributed among them the property, watches, and so forth, found in the cabins. Some were unwilling to receive anything, but they were told they would be killed if they declined. Two days after this the Gunner said that he thought there was some silk in the hold. He got the hatches open and brought up two Chinese boxes, in one of which was the Chinese sword now in Court [produced.] In getting at these boxes, about ten or twelve chests of tea belonging to the cargo were removed and thrown overboard. Some silks were taken from the two boxes and distributed among the crew. The day after this I and five others were sent on shore by the Gunner to reconnoitre and see of what description were the natives—tame or wild. We could not land for the surf. Valario persuaded the Gunner to land there; Macario told five of the men to dress themselves in their best. The longboat was got out. Valario told me and two others to get the cook, the butler, and the Portuguese bound. He armed himself with an axe and a

was killed; his bowels were protruding. I was told that Valario had killed him. About half-an-hour after this our baggage was put into the longboat and she was made fast astern, and a hole was made in the side of the ship about the water line by two men. Valario alone made the hole. About nine o'clock we felt the ship fast sinking. We let go the anchor and got into the boat as soon as possible. About half-an-hour after we had left the side of the ship I looked round and saw that she had gone down. ×

ANASTATIO OZORIO, says,—I had no part whatever in the murder of the Captain and officers. Valario, Simao, the Gunner, Macario, and Valentino were the persons who committed the murder. I saw Valario cleave the Captain's chest with a hatchet. (I did not see this myself—I saw the wound afterwards.) I heard Simao say, I cut him in the chest, and Valario said, I cut him across the nose. ×

GABRIEL DE LOS SANTOS, says,—I was at the helm at the time, and only heard the Captain's wife scream. I cannot tell who committed the murder. I had nothing to do with it myself; I merely washed the blood from the cabin. ×

LORENÇO MARIA, says,—I admit that I took part in the murder. By the Gunner's orders I ran after the Carpenter and struck the Carpenter five times with a piece of wood. After the carpenter ran into the cabin I did not follow him. After this I was called into the cabin by Valario, who said, Come here, you cowards, why do you all go away? I went in then and seized the Second Mate by the neck. He was getting the better of me, so I stabbed him with my knife in the side. The whole reason of committing the murder was the insufficiency of the food, and as all the others had determined to commit the murder, I was obliged to join them through fear of being killed. I was afraid of Valario, Simao, and the gunner. They gave us our posts. ×

VALERIO FERNANDEZ, says,—Three of us killed the Captain,—Simao, Valentino, and myself, because we had an insufficiency of food. I and Simao killed the Steward, because whenever we asked for biscuit or water he informed the Captain of it. We shipped at Hongkong for Coast service, and were induced to leave Shanghae for England only because the Captain told us that if we did not do so we should go to jail. I deserted from the vessel at Shanghae, but was retaken and kept in confinement on board. We had 6 pounds of bread a-week, and as the mate said 7 pounds of meat, but it was not so much. The biscuit and sugar were served out weekly; the beef and pork and water daily. The Gunner told us we should get more food at Anjer. One of our number was sick, and he got no rations at all. Macario said in the hearing of the mate that he would leave the ship at Anjer; I suppose for this reason the Captain would not call there, nor would he purchase some provisions brought off by a bumboat, for which Drs. 6 were asked, as he would offer only Drs. 4. Despairing of getting to England in this way, we spoke about it in the forecastle, and next night the murder was committed. (On the statement being read to defendant, he says,)—The mate said we were to have 12 pounds of meat. ×

SIMAO BAZILIO, says,—I was ordered to go into the cabin, and when I saw the Captain dead I came out. I had no hand in the murder. Valerio was the man who killed him. I did not see the Mate or the Carpenter killed. I saw that Valerio was very furious. I was afraid of being killed myself. I saw the agony of the Steward, and therefore I put an end to the steward's life, seeing he could not die. ×

VALENTINE FRANCISCO, says,—I admit that I was in the cabin with Valerio Fernandez and Simao, but I had no hand myself in the murder. After the Captain was dead I came out. When the ship was put about, the Mate moved, and Macario said "kill him." I then choked the mate and struck him with some wood. I did this in consequence of Macario saying "why, you have yet done nothing." (On this statement being read to defendant, he says,) it was Valerio who said "he is alive, kill him." ×

SOLTEIRO DE LOS SANTOS, says,—I had nothing to do with the murder of the Captain, I merely struck the Carpenter. Insufficiency of food, which might have killed us before we reached England, was the origin of the murder. I was unable to tell the Captain my grievance, being ignorant of his language. ×

MACARIO CORPOS, says,—Having an insufficiency of food, we were much annoyed. I intended to desert at Anjer, but not being able to effect this, two-days after we passed Anjer there was a consultation below to murder the Captain. I was asleep on deck, when Ozorio called me and said that Simao and others had gone to murder the Captain; but I would not get up. He came twice. At last the Gunner came and I got up. He ordered me, Anastasio, and Anacleto to take charge of the Mate. We were to murder the mate as soon as we heard a noise in the cabin. I went into the mate's cabin when I heard the Captain's wife scream. I was pushed in by the Gunner. As I touched the mate he laid hold of me. I and the mate came out together: the Gunner then stabbed the mate in the side with a knife. I saw the Carpenter run past. Anacleto struck the mate a blow on the head. Valerio called out "the mate is alive yet." Valentine then struck the mate a blow with a piece of wood. Valerio ordered me to keep watch over the Captain's wife, and gave me a knife to guard her with. Any part that I took in these transactions was taken through fear of others of the crew. I saved the life of the Portuguese when he was bound and about to be killed. ×

ALEXANDRO MASINERO, says,—I took no part in the matter at all. I did not put my hand to anything. ×

SANTIAGO ANDRO, says,—I admit that in consequence of the insufficiency of food I was compelled to murder the Captain. When we found that the Captain would neither give us fresh provisions at Anjer himself nor permit us to buy any, we thought it better to do away with the Captain. The Mate said we had only a month's supply of water on board, and the Steward said there was only a week's supply of sugar. I told the Captain that some of the men were lying down on the deck with hunger and thirst. The Captain had complained that they would not work. He said "Well, if they die of hunger we will throw them overboard." Two days after we left Anjer the men were kept all day at work, and then we had to take in sail. The men said before they would go on at this rate they would kill every one. We had a squall at 9 P.M. and another at 11.30 P.M. In both instances we had to take in sail, and on the last occasion I could not get the men up even by beating them. At 2 A.M. the Captain went to bed and told me to call him should there be any wind (it was then nearly calm.) After he had gone, I saw three men go into the cabin and after this the little boy came out and gave me a knife. I then saw the Chief Mate scuffling with one of the men, and the Carpenter running about the decks. They told me that every one had been murdered, but I had no hand in the matter. My cabin being next to that of the Captain's wife, I frequently spoke to her, as I was the only person on board who could talk English. I had nothing further to do with

UNITED STATES AND JAPAN.

THE unusual strength of the force about to sail, and the fact that the most distinguished, and proverbially the most efficient officer in the Navy, Commodore PERRY, is about to assume the command of the East India Squadron, has naturally excited more than ordinary enquiry and discussion in relation to the immediate objects of the expedition. By some it has been characterized as a warlike expedition; and very generally, it is believed to have in view offensive operations against the Empire of *Japan*. In common with our cotemporaries, we have instituted inquiries in regard to the objects of the expedition; and we are gratified to learn, that it is designed to be entirely peaceful in its character; but at the same time, sufficiently imposing to command respect in the enforcement of justice, and of sufficient strength to *enforce* compliance with all proper demands.

The Empire of *Japan*, covers an area of more than one hundred thousand, square miles, and lies between the 30th and 43d degree of N. latitude, and the 129th and 143d degree East longitude; and lying on the Eastern side of the Continent, has a climate similar to our own, between the same parallels of latitude; that is, between New Orleans and New York. Its population is estimated at thirty millions; and covering an Archipelago, its sea coast is more extensive than the whole Atlantic coast of the United States. It not only lies directly opposite our possessions on the Pacific coast; but the two great Islands of Niphon and Yesso, form the Strait of *Sangar*, through which hundreds of our whale fleet are compelled annually to pass; but to land upon the shores of which for supplies of wood, water, or the necessaries of life, or to be forced upon them by stress of weather, subjects the unfortunate whaler to Robbery and Death! *Japan* not only refuses to hold commercial intercourse with the rest of the world,—a very questionable right; but she goes further, occupying as she does an enormous extent of sea-coast she not only refuses to open her Ports to foreign vessels in distress, but actually opens her batteries upon them when they approach within gun-shot of her shores; and when driven upon them by stress of weather, she seizes upon, imprisons, exhibits in cages, and actually murders the crews of such illfated vessels!

Now, we deny the right of any Nation situated upon, and occupying a portion of the sea-coast of the world, to refuse all commercial intercourse with other Nations. Such a course may be tolerated by civilized Nations so long as it does not interfere with their commerce and the welfare of the human race; but we insist that it is the right of civilized and Christian Nations, to compel Barbarians, thus situated, to submit to the general Law of Nations, and to a certain degree of intercourse; and specially is it the *right* of all the Nations of the world, to have free access to very Port every part of the coast of the whole world, in time of distress and danger, and demand at the hands of the people occupying such harbors and coast, protection, aid, and hospitality. This we say, is the right of all Nations in all the Harbors and on all Coasts of the world; and when this right is denied and withheld, it becomes the duty of a commercial people to remedy the evil, and to secure to their Commerce the protection to which it is so justly entitled. Japan denies this right. Among the hundreds of American Whalers annually compelled to pass the Straits of *Sangar*, some are inevitably forced by stress of weather upon the inhospitable Coasts on either hand; and the consequences are, imprisonment or death. And vessels in distress, instead of being permitted to make a friendly harbor for repairs and to refit, are compelled to keep at sea to the almost certain destruction of all on board! This has been submitted to, too long already; and the constant increase of our Whale fleet, and the consequence increase of disasters in this barbarous and inhospitable region, has compelled our Government, unprompted except by its wise foresight, to insist upon a reform in the policy and bearing of the Japanese towards the rest of the world. The single fact, that at one time within the last year, there were *one hundred and twenty-one American Whalers* lying in the Harbors of the Sandwich Islands—far away from their cruising grounds, because they could not enter any harbor on the coast of *Japan* for repairs—shows not only the extent of our commerce in that region, but the claims of humanity itself, for protection against the Barbarians who thus cut off as it were, the commerce of the Yellow Sea and the Sea of Ochotsk.

Without being prompted thereto, as has been charged, by the merchants of this city; but in obedience to a wise policy which seeks alike to extend our commerce and protect our manufactures and agriculture—the Administration has most wisely determined to demand redress for past grievances from Japan, and to insist, that in future, the seamen of the civilized world, when cast upon their shores by the providence of God, or when compelled to seek refuge from the elements, in the harbors on their coast, shall be treated with humanity at least, if not with the hospitality which it is their right to demand under such circumstances. With this view, Commodore PERRY has been selected to command an expedition, which will necessarily require great prudence and discretion; united to great forbearance, firmness, and perseverance. These high qualities have heretofore been exhibited by PERRY on several occasions; and these qualities have, it is said, changed his destination from the Mediterranean and the pleasures and attractions of the most desirable command in the Navy, to the command of an expedition which would be far from acceptable, were it not for the good it promises mankind, and the certain protection which its successful termination will ensure to American commerce in the East. The squadron will consist of the steamers *Susquehannah*, *Mississippi*, and *Princeton*—the former of which, will be the flag ship; a frigate, a sloop-of-war, and a store ship. And we imagine from what we can learn, that he will take with him light field guns, and whatever armament may be necessary to compel obedience to such demands, as he may make for the redress of past grievances, and for the surrender of certain American sailors, now held in bondage, and it is said, exhibited in cages through the country!

We sincerely rejoice that the administration has projected, and finds itself at leisure to undertake this all important expedition; and that too, without any other additional expense than the transportation of coal for the steamers to so distant a region. That it can thus divert a portion of our Navy afloat, from other quarters, is the result of the wisdom which has guided its foreign relations, and preserved it aloof from "entangling alliances," in obedience to those counsels of WASHINGTON, which KOSSUTH and his *toadies*, have so mercilessly ridiculed. And we rejoice too, that what is about being done will be as much for the benefit of the whole civil world, as well as for the United States. If we are correctly informed, Commodore PERRY will not only demand redress for past offences against us and the release of all American Prisoners, but he will also insist upon the release of *all* who may be held in bondage merely for having been cast upon their shores by Providence—no matter to what nation they may belong. And he will insist too, that in future, all the nations of the world shall have the right to seek the Harbors their wants be supplied by such as may be disposed to aid them, instead of punishing with death as at present, whosoever dares to succour the distressed. So far as Commerce is concerned, if any thing can be accomplished, it will of course be the result of peaceful negotiation; and he will negotiate for the United States only. But he will claim and insist that all Nations and peoples, shall have the right to use the Ports of *Japan* in distress, and be protected by the Government. We do not suppose, that he will attempt forcibly to interfere with any of their police regulations, or demand the right to land men, if the wants of Commerce are freely supplied without landing. But once give the civilized world access, to the harbors of Japan, and that great Empire will no longer remain *a terra incognita*. Such access must lead to Commerce; and Commerce is the great civilizer of mankind. It may be years before we get free access into the city of Jeddo, the capital of the Empire; but it will not be long before some clever Yankee informs us, whether it has a population of two millions or only half a million of souls. We shall then soon learn, too, whether the standing army of the Emperor, consists of five hundred and twenty-five thousand men, including sixty thousand cavalry,—or of nearly a million of men, of whom one hundred thousand are cavalry. What we do know, is, that Japan raises an enormous quantity of Wheat, Rice, Barley, &c., which, together with Silks, Gold, Copper, and silver, are sent down the coast to China: and that the Revenue of the Empire is estimated at Drs. 140,000,000. We do know that every city and port is strongly fortified, as is the whole coast; and that if one of our whalers in beating through the Straits of *Sangar*, gets within two miles of the shore on either side, she is sure to have a battery opened upon her; and if shipwrecked her crew are taken prisoners and never permitted to return to their country and their homes. We do know that these things should not, and will not continue to exist under the present Whig President, with DANIEL WEBSTER at the head of the State Department, and WM. H. GRAHAM Secretary of the Navy. And we hope and trust, that the day is near at hand, when, under a judicious Protective system, we shall be sending enormous quantities of cotton goods, iron, &c. &c., to *Japan*, and receive in return, her gold, silver and dyewoods; at the same time that the commerce of the world, will find in her numerous ports, safe and hospitable asylums, instead of the barbarism now extended towards it by one of the most populous Kingdoms of the earth.—*New York Family Courier*, March 6.

Topography of the province of Honán: its boundaries, rivers, cities, productions, &c.

(From the Chinese Repository, Vol. XX).

THE province of Honán is reckoned among the four northern provinces, though its borders nowhere reach the frontiers. It is bounded north by Shánsí; northeast by Chihlí and Shántung; east by Kiángsú; southeast by Ngánhwui; south by Húpeh; and west by Shensí.

Its form approaches a triangle, the department of Kweiteh in the eastern corner only being left out, if one side of the triangle be drawn from Wúngán hien in the north of Sháng-ching hien in the southeast. One name for this province is Chunghwá or Central Flower, applied to it from its fertility, and its ancient fame as the seat of government for many centuries. The appellation of Central Flowery Land has from this also been extended and applied to the whole of China by its writers, when comparing it with other kingdoms.

Its area of 65,104 square miles is exactly the same as that of Shántung, which naturally throws some descredit upon the accurate measurement of them both; the average population of 420 to a square mile is rather less than that of Shántung. In respect of size, Honán is the tenth, and in that of population the ninth, among the eighteen. It is called HONAN, or *River's South*, because it lies south of the Yellow River; an ancient province, called Hopeh about A.D. 200, is now merged in Shánsí.

The rivers of Honán are all tributaries of the Yellow river, except a few branches of the Hán R., which water Nányáng fú in the southwest. Beginning at the western borders, the first large river which flows into the Hwáng ho, is the Loh ho, which rises within the borders of Shensí, and runs in an easterly direction over a hundred miles, and joins the main stream nearly opposite Hwáiking fú. This river drains a small extent of country inclining to the north, which lies between the Hwáng ho and the Hiung-'rh shán; it is a fertile and populous part of the province, and is regarded by the Chinese as the seat of the progenitors of their race. Opposite the mouth of the Loh ho, the Yellow R. receives four streams, whose waters swell its volume to its full size, as it receives no more affluents in its course to the ocean, except the inflow of the Hungtsih lake at the crossing of the Grand Canal. In the notice of the course of the Yellow River (Vol. XIX. page 505), mention is made of the probability of the deluge of Yú having been caused by the change of the bed of the Yellow river at this place.

The northern part of the province, lying between Shánsí and Chihlí, is drained by the headstreams of the Wei ho, which rise in Shánsí, and flow east and northeast to Lintsing chau in Shántung, where they join the Grand Canal. More than half of Honán is drained by the Hwái ho, no less than thirty-two of its tributaries being laid down in the large map of the Empire. The most important of these affluents, beginning at the north, are the Sui ho, the Kwái ho, the Ko ho, and the Kien ho, the three last being joined by cross streams or canals. The Ying ho, or Shá ho, is the next and largest branch of the Hwai R. its headstreams spreading out like a fan among the valleys of the Hiung-'rh Mts., and forming a means of transit to remote cities. South of this flows the Hung ho, which is joined by the Jú ho at Sinchai hien, and the two, under the last name, pour their contributions into the Hwai, which comes in at the edge of the province, bearing the drainings of the southeast districts. All these rivers flow through the great Plain, and fertilize one of the finest parts of China. In the southwest, the Tan ho, the Pe ho, and the Tang ho, and their numerous streams, from a communication, through the Han kiang with the Yangtsz' kiang.

The greater part of Honan lies within the great Plain, in the western departments, the Hiung-'rh shan or Bear's Ear Mts., form the continuation of the Tsin-ling in Shensí, and part of the great range of the Peh-ling. This spur forms the watershed between the basins of the Yellow and Yangtsz' Rivers, and are of moderate elevation compared with the snow-clad summits of the Peh-ling. Three or four peaks are noted on the map, but the region is rather hilly than mountainous. The climate varies with the elevation of the country. Those departments which lie in the western half are more salubrious than the eastern districts, where the freshes of the rivers occasionally cover the low lands, and many portions give out malaria. As a whole, few parts of China are more healthful than Honan, and the observation in Du Halde is still applicable:—"The ancient emperors, invited by the beauty and fruitfulness of the country, fixed their seats here, and indeed the air is temperate and very of cattle, oranges of all sorts, pomegranates, and many kinds of fruit that grow in Europe, in such abundance that they cost a trifle; insomuch that one shall have three pounds of meal for a penny. It is, moreover, so well watered with brooks, springs, and rivers, that for delightfulness no country can compare with it."

The province is subdivided into nine fú, and four chau departments, comprising 108 districts, or only one more than it had in the reign of Kanghi. There are, however, numerous marts and manufacturing towns which have grown up in later years, while some of the walled towns have decayed. The names of the latter are given from the Hwui Tien.

I. *K'áifung fú*, or the Department of K'aifung, contains seventeen districts, *viz.*, one ting, two chau, and fourteen hien.

1 *Tsiángfú hien.* 2 *Lányáng hien.* 3 *Ifung ting.* 4 *Tangkú hien.* 5 *Chinliú hien.* 6 *Ki hien.* 7 *Chungmau hien.* 8 *Ching chau.* 9 *Yangtseh hien.* 10 *Yángyáng hien.* 11 *Sz'shwui hien.* 12 *Weishí hien.* 13 *Yenling hien.* 14 *Yúchuen hien.* 15 *Sinching hien.* 16 *Mih hien.* 17 *Yú chau.*

II. *Chinchau fú*, or the Department of Chinchau, contains seven hien districts.

1 *Hwáining hien.* 2 *Shinkiú hien.* 3 *Táikáng hien.* 4 *Sihwá hien.* 5 *Hiángching hien.* 6 *Shángshwui hien.* 7 *Fúkau hien.*

III. *Kweiteh fú*, or the Department of Kweiteh, contains eight districts, *viz.*, one chau, and seven hien.

1 *Shángkiú hien.* 2 *Hiáyih hien.* 3 *Yungching hien.* 4 *Ningling hien.* 5 *Sui chau.* 6 *Chécheng hien.* 7 *Luhyih hien.* 8 *Yúching hien.*

IV. *Chángteh fú*, or the Department of Changteh, contains seven hien districts.

1 *Ngányáng hien.* 2 *Naihwáng hien.* 3 *Linchdng hien.* 4 *Tángyin hien.* 5 *Lin hien.* 6 *Wúngán hien.* 7 *Sheh hien.*

V. *Weihwui fú*, or the Department of Weihwui, contains ten hien districts.

1 *Kih hien.* 2 *Yentsin hien.* 3 *Fangkiú hien.* 4 *Kdaching hien.* 5 *Siun hien.* 6 *Hwáh hien.* 7 *Ki hien.* 8 *Hwohkiá hien.* 9 *Sinhiáng hien.* 10 *Hwui hien.*

VI. *Hwáiking fú*, or the Department of Hwaiking, contains eight hien districts.

1 *Honui hien.* 2 *Wan hien.* 3 *Wúpá hien.* 4 *Yuenwú hien.* 5 *Tsiyuen hien.* 6 *Siúwú hien.* 7 *Yángwú hien.* 8 *Mang hien.*

VII. *Honán fú*, or the Department of Honan, contains ten hien districts.

1 *Lohyáng hien.* 2 *Tangfung hien.* 3 *Iyáng hien.* 4 *Sung hien.* 5 *Yangning hien.* 6 *Yensz' hien.* 7 *Kang hien.* 8 *Mangtsin hien.* 9 *Sin-ngán hien.* 10 *Miechí hien.*

VIII. *Nányáng fú*, or the Department of Nanyang, contains thirteen districts, *viz.*, two chau and eleven hien.

1 *Nányáng hien.* 2 *Siuyé hien.* 3 *Táng hien.* 4 *Piyáng hien.* 5 *Tungpeh hien.* 6 *Nánchán hien.* 7 *Yeh hien.* 8 *Wúyáng hien.* 9 *Yú chau.* 10 *Chiuping hien.* 11 *Naihiáng hien.* 12 *Tang chau.* 13 *Sihchuen hien.*

IX. *Júning fú*, or the Department of Juning, contains nine districts, *viz.*, one chau and eight hien.

1 *Júyáng hien.* 2 *Chingyáng hien.* 3 *Loshán hien.* 4 *Siping hien.* 5 *Sinchái hien.* 6 *Hohshán hien.* 7 *Sinyáng chau.* 8 *Shángchái hien.* 9 *Suiping hien.*

X. *Hú chau*, or the inferior Department of Hú, contains four hien districts.

1 *Linying hien.* 2 *Chángkoh hien.* 3 *Yenching hien.* 4 *Siángching hien.*

XI. *Shen chau*, or the inferior Department of Shen, contains three hien districts.

1 *Lingpáu hien.* 2 *Wanhiáng hien.* 3 *Lúshí hien.*

XII. *Kwáng chau*, or the inferior Department of Kwang, contains four hien districts.

1 *Kúchí hien.* 2 *Shángching hien.* 3 *Kwángshán hien.* 4 *Sih hien.*

XIII. *Jú chau*, or the inferior Department of Jú, contains four hien districts.

1 *Páufung hien.* 2 *Kiáh hien.* 3 *Lúshán hien.* 4 *Iyáng hien.*

I.—The *department of K'áifung* 開封 lies on the south of the Hwang ho, between the departments of Kweiteh on the east, and Honan on the west, the three stretching almost across the province; Chinchau fú lies on the south. This city was the metropolis of China during the Liang and Sung dynasties, and is still a city of note. In 1642, it was overthrown by beating down the dykes of the Yellow river; and since it was rebuilt it, has frequently received serious injury. The recent visit paid to the remnant of Jews here has furnished additional interest to the city.

II.—The *department of Chinchau* 陳州 lies southeast of K'aifung, and once belonged to that department; on the east it borders on Nganhwui, and on Júning fú on the south, lying on the Sha ho or Sand river, in one of the most level parts of the province. This and the adjacent districts, and in fact most of this province, have been the scenes of many of the most stirring events and noted battles in Chinese history.

III.—The *department of Kweiteh* 歸德 occupies the eastern part of the province, bordering on Shantung, Kiangsú and Nganhwui, on the south bank of the Yellow R. All the rivers in its borders flow to the southeast, though some of them rise within a few miles of this great artery, showing a remarkable inclination of the land to the southeast in the Plain.

IV.—The *department of Chángteh* 彰德 lies between Shansí and Chihlí on both sides of Hang ho, and Ching ho, branches of the Wei ho. The country is fertile, and the streams abundant in fish. Fastnesses and citadels are seen among the hills, and one town near Lin hien is erected on the top of a scarped hill, to which the people of other places fly in times of danger and war for security.

V.—The *department of Weihwui* 衛輝 lies between the preceding and the Yellow R., having Hwaiking fú on the west, and bordering on Shansí, Chihlí, and Shantung. The chief town was formerly the capital of the feudal state of Wei, and the river Wei bears the same name. The whole department lies in a low sandy country subject to overflow from the rivers running through it, and consequently is not so densely peopled as some more hilly portions.

VI.—The *department of Hwáiking* 懷慶 occupies all the province west of the last named department, north of the Yellow river. It is rough in the western districts, but in the main, is level and well watered by the Tsin and Tan rivers, and their branches, which flow into the main trunk through many mouths. The uplands are fertile, and produce timber and grain.

VII.—The *department of Honán* 河南 is one

of the largest, lying west of Kaifung fú, and north of Nanyang fú and Jú chau, having the Yellow River on the north. It is regarded by the Chinese as the centre of the empire, though probably chiefly because it is the spot where their chieftains, Fuhhí and his successors settled, rather than from an idea of its being the geographical centre. The district town of Tangfung is famed as the residence of Duke chau, where he had an observatory. Lohyang, the capital of Fuhhí, was in this department, and the name is still retained in the chief district. There are several noted mountains within the borders of the department, and the whole region is celebrated as the scene of many historical events.

VIII.—The *department of Nányáng* 南陽 is the largest in the province, occupying all to the southwest of the Hiung-'rh shan. Its rivers all flow into the Yangtsz', and the fertility of the soil supports a large and industrious population. It is the most salubrious portion of the province, and under the Tsin dynasty was itself a separate state. Among the productions, the spotted serpents found in the hills are famous, and when steeped in spirits, are used for curing the palsy.

IX.—The *department of Júning* 汝寧 lies across the mountains, east of the preceding, and south of Chinchau fú, in the southeastern part of the province, partly in the level plains, and partly in the uplands. The numerous streams which irrigate and fertilise this extensive department all unite in the R. Hwai, and enable the inhabitants to carry their produce to market, one of the chief articles being tea. Near Júning is a small sheet of water, called *Si hú*, where the rich and profligate inhabitants delight to congregate to enjoy the scenery, and near which are many mansions of the opulent.

X.—The *inferior department of Hü* 許 formerly belonged to K'aifung fú, and is situated between that and Chinchau fú, and north of the preceding. It is pleasantly situated on the junction of the Chú and Ying rivers, which unite with the Sha ho on its eastern limit.

XI.—The *inferior department of Shen* 陝 lies south of the Yellow river in the extreme west of the province. It is a small department, set off from Honan fú, for better jurisdiction of the frontier, and presents similar features to that in its climate and scenery.

XII.—The *inferior department of Kwáng* 光 has been in like manner set off from Júning fú, and occupies the extreme southeastern corner of the province, along the banks of the river Hwai and its tributaries, in one of the pleasantest parts of the Plain.

XIII.—The *inferior department of Jú* 汝 is situated among the hills, bordering on those of Kaifung, Honan, and Nanyang, about the headwaters of the R. Jú. Many noted defiles are contained in its circuit, and the department has been the scene of many strifes during the civil wars.

The productions of this province are varied and valuable. Near Iyang hien in Honan fú are copper mines, which have been worked so long that no record is left when they were opened. Silken, hempen, and cotton fabrics, carpets, tea, porcelain, musk, lydian, stones, gems, iron, and medicines, are among the articles exported, though in none of the manufactured articles do the people attain the excellence of some of the other provinces. As a whole, Honan is one of the middling provinces in respect of its productions, and in the enterprise and skill of its inhabitants, is decidedly inferior to the maritime.

The following List of Passages of Ships, has been kindly supplied us by a friend, and will be useful to many of our readers who are fond of comparing the speed of different vessels from this port and Canton:—

FROM SHANGHAI 1851.

To London.

Vessels.	Sailed.	Arrived.	Days.
Duflius, (Br.)	July 19	Dec. 26	160
Swithamley, (Br.)	" 29	Jan. 15	172
Magellan, (Br.)	Aug. 6	" 24	171
Benares, (Br.)	" 6	" 26	173
Hamilie Mitchell, (Br.)	" 24	" 14	143
Christian, (Brem.)	" 25	" 12	140
*Sea Witch, (Br.)	Sep. 2	" 12	132
Menzies, (Br.)	" 25	" 26	124
Lady Macdonald, (Br.)	Oct. 1	Feb. 10	132
William Jardine, (Br.)	" 1	" 11	133
Cts. of Seafield, (Br.) *Aberdeen*,	" 5	Jan. 30	117
Oliver Cromwell, (Br.)	" 11	Feb. 9	121
James Scott, (Br.)	" 12	" 13	124
Sea Queen, (Br.) *Dundee*,	" 15	" 5	113
John Bunyan, (Br.) *Aberdeen*,	Nov. 6	" 23	109

* From Hongkong, sailed Sept. 18.

To Liverpool.

Vessels.	Sailed.	Arrived.	Days.
Emu, (Br.)	July 20	Feb. 10	198
Success, (Br.)	Aug. 8	Jan. 14	159
Ken, (Br.)	" 8	" 23	168
Lord Hardinge, (Br.)	" 16	" 26	163
Oliver van Noord, (Dut.)	Sep. 14	Feb. 17	156
Crisis, (Br.)	Oct. 11	Jan. 28	109
Panic, (Br.)	" 11	Feb. 6	118

To Dublin.

Vessel.	Sailed.	Arrived.	Days.
Propontis, (Br.)	Oct. 1	Feb. 5	127

FROM CANTON 1851.

To London.

Vessels.	Sailed.	Arrived.	Days.
Cheapside, (Br.)	Sep. 2	Jan. 24	144
Forfarshire, (Br.)	" 6	" 26	142
Monarch, (Br.)	" 9	" 26	139
Lancastrian, (Br.)	" 10	" 26	138
Sir Robert Sale, (Br.)	" 16	" 26	132
Mary Sparks, (Br.)	" 17	" 17	122
Jamestown, (Am.)	" 25	Feb. 18	135
Sir Bevois, (Br.)	" 30	" 18	130

To Liverpool.

Vessels.	Sailed.	Arrived.	Days.
Bangalore, (Br.)	Apr. 16	Dec. 29	257
Queen of England, (Br.)	Aug. 18	Jan. 2	137
Aden, (Br.)	" 30	Dec. 26	118
John Bibby, (Br.)	Sep. 20	Jan. 30	130
Euphrates, (Br.)	Oct. 21	Feb. 18	120

To Dublin.

Vessel.	Sailed.	Arrived.	Days.
Astarte, (Br.)	Oct. 8	Feb. 7	122

To Glasgow.

Vessel.	Sailed.	Arrived.	Days.
Naomi, (Br.)	Sep. 30	Jan. 24	116

VESSELS EXPECTED.

From London.—Challenger, Countess of Seafield, and Hannibal.

Liverpool.—Androklos, Cambalu, Champion, Duchess of Lancaster, and Earl of Chester.

Bombay.—Arionia.

Singapore.—Eliza, and Viscount Sandon.

Hongkong.—Arratoon Apcar, Audax, Helen

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Departures.	Cargo.	Consignees.
May 22	Iona	B. schr	147	Dowman	Hongkong	May 11	Opium	Jardine, Matheson & Co.
" 22	Roman	A. ship	691	Putnam	London	Jan. 18	Sundries	Smith, King & Co.
" 23	Island Queen	B. schr	195	Macfarlane	Hongkong	May 5	Opium	Dent, Beale & Co.
" 23	Balmoral	B. ship	356	Budge	L'pool vid Hgkg	May 1	Sundries	A. Heard & Co.
" 24	Voyageur	B. bark	294	Pirouet	Hongkong	May 10	Sundries	Captain.
" 26	Sir Henry Pottinger	B. bark	334	Conwoy	Liverpool	Dec. 17	Sundries	Dent, Beale & Co.
" 26	Lily	H M B		Sanderson	Amoy	May 20		

In the *Lily*, His Highness Prince William of Hesse.

DEPARTURES.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
May 26	Kerata Roodreen	B. brig	160	Rogers	Bombay	Ballast	Cowasjee Pallanjee & Co.
" 27	Iona	B. schr	147	Dowman	Hongkong	Ballast	Jardine, Matheson & Co.
" 28	Island Queen	B. schr	195	Macfarlane	Hongkong	Ballast	Dent, Beale & Co.

SHIPPING IN PORT.

MERCHANT VESSELS.

Vessels.	C'tom House Nos.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch.
Arabia	629	May 20	B. bark	365	Davis	Jardine, Matheson & Co.	N. S. Wales	Early
Balmoral	632	May 23	B. ship	356	Budge	Augustine Heard & Co.		
British Sovereign	628	May 17	B. bark	430	Harris	Dent, Beale & Co.		
Celestial	627	May 12	B. ship	438	Raymond	Turner & Co.	Canada	Early
Hannibal	5	May 17	H. schr	170	Hoyrup	Smith, King & Co.	Hongkong	To-day
Roman	206	May 22	A. ship	691	Putnam	Smith, King & Co.	Hongkong	Early
Sea Breeze	205	May 6	A. bark	311	Brown	Russell & Co.		
Sir Henry Pottinger	634	May 26	B. bark	334	Conwoy	Dent, Beale & Co.	Liverpool	Early
Sophie	1	May 20	Sw. bk.	434	Kirman	Lindsay & Co.	London	Early
Thomasine	630	May 20	B. bark	365	Holmes	Wolcott, Bates & Co.	New York	Early
Voyageur	633	May 24	B. bark	294	Pirouet	Captain.		

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Printed and Colred. Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*	Camlets *Pieces*
Duchess of Lancaster,	Liverpool	463	Jan. 28	1,791,275	192,392	658	....	....
Hannibal,	London	576	Feb. 14	3,425,936	330,515	1,200	800	....
Challenger,	London	698	" 21	3,176,454	116,260	1,568	2,000	....
Earl of Chester,	Liverpool	517	" 28	2,962,190	409,399	120	....	....
Cambalu,	Liverpool	556	Mar. 8	4,403,240	251,115	320	....	....
Countess of Seafield,	London	450	" 19	2,070,675	69,300	1,284	2,100	....

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

Season	Congou	Souchong	H. Muryand Pekoe	Sorts	Total Black	Twankay	Hyson	Hyson Skin	Yg. Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk. Total Bales.
Year 1844-45,	....	....	....	....	4,036,803	....	....	....	....	....	....	763,824	3,800,627	6,433
Year 1845-46,	8,027,807	610,826	80,383	6,849	8,726,065	927,034	279,265	482,729	1,314,162	481,882	248,851	3,733,923	12,459,988	15,192
Year 1846-47,	8,937,080	361,348	250,007	11,048	9,579,480	615,096	183,368	747,155	923,987	295,420	149,654	2,914,680	12,494,140	15,972
Year 1847-48,	11,441,440	341,396	50,631	3,371	11,837,038	485,172	253,463	1,065,594	1,385,243	455,372	237,060	3,874,106	15,711,142	21,176
Year 1848-49,	11,163,686	593,322	96,429	....	11,849,637	600,472	393,901	1,357,396	2,760,545	878,671	458,654	6,449,637	18,303,074	18,134
Year 1849-50,	15,422,745	1,125,396	25,300	35,816	16,609,257	550,445	312,409	1,333,042	2,309,343	653,348	337,126	5,734,113	22,363,370	15,237
Year 1850-51,	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	476,824	2,793,876	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

1st July to 30th June	Congou	Souchong	H. Mury and Pekoe	Sorts	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48,	10,683,454	44,441	16,911	3,571	10,748,377	103,071	43,391	116	113,109	209,002	60,075	623,764	11,372,141	19,117
Year 1848-49,	10,232,449	18,400	85,523	....	10,336,372	117,714	236,034	49,223	803,981	595,496	171,543	1,973,991	12,310,363	15,915
Year 1849-50,	13,037,125	229,503	....	32,986	13,320,614	18,455	114,095	....	137,602	228,607	48,124	546,883	13,867,497	13,162
Year 1850-51,	18,575,356	591,292	376,585	280,053	19,823,316	159,741	163,483	16,746	721,327	660,626	142,077	1,864,360	21,687,816	15,725

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO THE UNITED STATES.

Seasons	Congou and Souchong.	H. Mury and Pekoe.	Sorts	Total Black	Twankay	Young Hyson	Hyson	Hyson Skin	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48,	226,636	....	....	226,636	104,267	755,559	122,868	246,009	170,036	115,414	1,514,151	1,740,787	....
Year 1848-49,	614,548	....	1,709	616,257	187,697	1,345,725	121,090	342,421	167,155	205,987	2,370,075	2,986,332	35
Year 1849-50,	1,648,829	....	....	1,648,829	181,748	2,298,611	190,753	554,026	466,230	283,511	3,974,879	5,623,708	413
Year 1850-51,	3,690,095	14,160	47,644	3,751,899	739,969	3,378,296	264,441	1,795,227	697,370	441,338	7,316,641	11,068,540	250

DETAILED STATEMENT OF TOTAL EXPORTS OF TEA AND SILK FROM SHANGHAE,

FROM 1st JULY, 1850, to 30th JUNE, 1851.

Destination	No. of Vessels	Congou	Souchong	H. Mury and Pekoe	Sorts	Total Black	Twankay	Hyson Skin	Hyson	Yg. Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk Bales
Great Britain,	50	18,575,386	591,292	376,585	280,053	19,823,316	159,741	16,746	163,983	721,327	660,626	142,077	1,864,360	21,687,816	15,323
United States,	20	3,690,095	&	14,160	47,644	3,751,899	739,969	1,795,227	264,441	3,318,296	697,370	441,338	7,316,641	11,068,540	250
Australia,	8	551,000	60,330	1,300	600	613,200	2,000	777,100	2,100	....	12,000	2,700	796,100	1,409,300	....
Coastwise,	21	1,694,969	13,310	18,512	....	1,726,791	99,690	204,403	29,500	250,130	38,100	11,370	633,593	2,360,384	1,670
California,	4	39,600	&	....	....	39,600	....	400	16,200	89,600	43,700	7,000	156,900	196,500	....
....	103	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	2,793,876	476,824	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

The above Statement does not include the following vessels loaded for the Continent of Europe, viz., *Adrianus Jacobus, Lively*, and *Pondicherry*.

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

Season	Congou	Caper	Scented Caper	Souchong	Sorts	Flowery Pekoe	Orange Pekoe	Scented Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Imperial	Gunpowder	Total Green	Total Pounds	Silk Total Bales
Year 1848-49,	33,877,570	......	1,371,597	1,042,406	294,301	438,450	117,183	1,531,031	38,672,568	118,062	967,787	49,246	3,023,862	619,723	3,656,666	8,435,316	47,107,914	17,228
Year 1849-50,	39,552,200	......	1,221,500	1,794,100	615,800	217,900	......	2,447,400	45,848,900	18,500	918,500	......	2,030,000	312,100	4,841,300	8,120,400	53,969,300	16,134
Year 1850-51,	46,193,800	16,900	1,772,800	2,366,500	1,301,900	716,100	20,900	3,307,900	55,696,800	176,700	707,700	53,000	2,145,800	368,400	4,605,000	8,056,600	63,753,400	21,548
Year 1850-51, Increase,	6,641,600	16,900	551,300	572,400	686,100	498,200	20,900	860,500	10,847,900	158,200	......	53,000	115,800	56,300	......	......	10,784,100	5,414
Year 1850-51, Decrease,	......	......	......	......	......	......	......	......	......	......	210,800	......	......	......	236,300	63,800	......	......

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN,

FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	Congou	Souchong	H. Mury and Pekoe	Sorts	Total Black	Twankay	Hyson Skin	Hyson	Young Hyson	Imperial	Gun-powder	Total Green	Grand Total	Silk Bales	Silk Cases	Silk Piculs	Nankeens	Silk Piece Goods	Wool Bales
In 10 Vessels,	1851—*July Total*															5,004,425	2,923					145
In 9	*Aug.* "															3,264,832	2,870			1 box	3 pkgs. 7½ pcls.	6
In 8	*Sept.* "															3,612,389	1,196					
In 11	*Oct.* "															4,880,027	2,850					95
In 7	*Nov.* "															3,112,493	2,396		13			41
In 5	*Dec.* "															2,510,176	1,025	4				49
In 3 Vessels,	1852—*Jan. Total*															759,146	946			2 cases	19 cases	
In 2	*Feby.* "															1,010,300	169					
In 5	*March* "															1,818,911	884					238
Apr. 10	Old England,	503	Liverpool													419,745						
" 14	Geelong,	392	London													231,278	1,105					
" 21	Katharine Sharer	512	London													614,400	443					
May 6	Celestial (Am.),	860	Liverpool													700,000	83					

EXPORT OF TEA AND SILK, FROM SHANGHAE TO UNITED STATES,

FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	Congou and Souchong	Oolong	Sorts	Total Black	Twankay	Hyson Skin	Hyson	Young Hyson	Imperial	Gunpowder	Total Green	Total Pounds.	Silks. Pieces	Raw Silk Cases	Raw Silk Piculs	Silk Piece Goods.
Augt.	*Total*—In 3 Vessels,			429,000	....	60,600	490,500	74,100	81,800	70,000	540,100	77,700	147,100	999,800	1,490,300				
Sept.	" —In 4 "			280,400	13,500	....	293,900	120,300	175,100	87,100	1,251,900	214,200	306,500	2,154,300	2,448,200				
Oct.	" —In 5 "			515,700	127,600	300	643,600	257,300	277,100	126,700	1,400,400	189,800	274,400	3,525,800	3,169,400	1,150	70		
Nov.	" —In 6 "														3,331,400		83	11.94	
Dec.	" —In 6 "														3,423,913			15.99	
Jany.	" —In 4 "			175,800	23,300	....	159,100	253,000	270,200	56,600	564,300	75,700	177,700	1,328,500	1,327,600				
Feb. 4	Oriental,	476	Boston	140,200			140,200	18,700	53,700	34,300	296,200	12,800	43,000	516,700	656,900				
" 19	Mandarin,	776	New York	363,400			363,400	25,300	8,600	25,100	200,800	11,800	38,900	363,400	726,800	1,825		17.60	
" 19	Sea Witch,	907	New York												185,000				
Apr. 12	Andes,	440	New York	189,749			189,749	20,428	19,651	19,211	141,203	10,095	28,643	239,231	428,980		9	3.46	
															17,410,493				

EXPORT OF TEA FROM SHANGHAE TO AUSTRALIA,

FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name	Tons	For	Congou	Souchong	Sorts	Pekoe	Total Black	Twankay	Hyson Skin	Hyson	Young Hyson	Gun-powder	Imperial	Total Green	Grand Total Pounds	Silk Bales	Silk Piculs	Silk Piece Goods	Nankeens
Sep.	*Total*—In 1 Vessel															397,792				
Oct.	" —In 5 "															1,147,152				
Nov.	" —In 3 "															451,628				
Dec.	" —In 3 "															432,091			2 cases	1 case
Mar. 16	Royal Sovereign,	204	Sydney													56,460				
" 29	Ruby	443	Sydney													244,136				
May 13	Bolide	328	Port Phillip													120,000				

EXPORT OF TEA AND SILK, FROM SHANGHAE TO CONTINENT,

FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	Congou	Souchong	Sorts	Pekoe.	Total Black	Twankay	Hyson Skin	Hyson	Young Hyson	Gun-powder	Imperial	Total Green	Grand Total	Silk Bales
Augt. 20	John Spencer,	452	Rotterdam													305,070	
Nov. 15	Annette Gilbert,	283	Do.													330,378	
Dec. 31	Druid,	345	Do.													189,216	

PRICE OF THE *NORTH-CHINA HERALD*.—Per Annum, *Fifteen Sp. Dollars*;—Six Months, *Eight Sp. Dollars*;—Three Months, *Four Sp. Dollars*;—all payable in advance. Single Numbers.—To Subscribers, *Twenty-five Cents*;—To Non-Subscribers, *Fifty Cents*. Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

TERMS OF ADVERTISEMENT.—To Subscribers, Eight Lines and under, *One Sp. Dollar*;—each additional Line or Two Lines, *Twenty-five Cents*—*One-half* of these Charges for Repetitions. For Ships, *Two Sp. Dollars*;—Repetitions *One Sp. Dollar*. ☞ Advertisements will be repeated unless Countermanded.